

Appendix D. Planned Pedestrian Network and Implementation

Summary

This plan identifies both crossing improvements and prioritized gaps in the sidewalk system. While much of Kirkland's sidewalk system is built as development occurs, these top priority projects outline improvements that the city can make in absence of development opportunities or future development.

Pedestrian Network Analysis

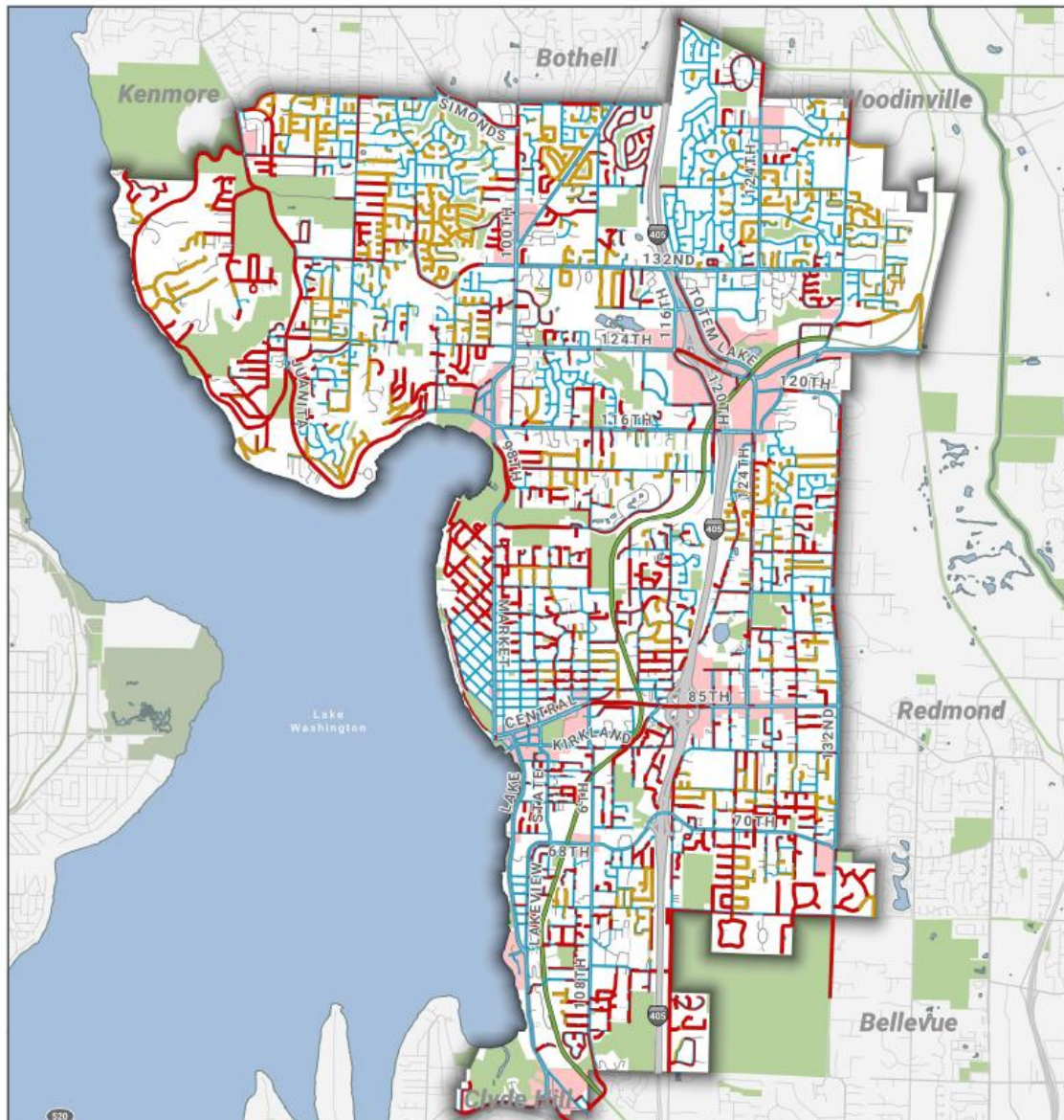
The pedestrian network in Kirkland is comprised of many different parts, including sidewalks, trails, short neighborhood connections, curb ramps and other intersection crossing infrastructure, as well as all the destinations that people access by foot, which is to say, just about everywhere in Kirkland. A key focus of this Plan is to identify improvements to increase safe and convenient access to transit, activity centers, parks and to the Cross Kirkland Corridor.

Planned Pedestrian Network

The planned pedestrian network aims to fill critical sidewalk gaps and strategically enhance street crossings that currently impede access to transit, activity centers, and parks and impact safe and comfortable pedestrian travel. As stated above, there are many other features that comprise the pedestrian network, which are also a focus for the City. For example, curb ramps and other infrastructure that improves access for persons with disabilities are acknowledged in the City's [Pathway to Transition](#), a step towards developing a Transition Plan for improvements that need to be made to bring the City into full compliance with Title II of the Americans with Disabilities Act. The [Safer Routes to School Action Plans](#) identify improvements specifically for increasing access to schools, many of which also improve access to other destinations in Kirkland. The City has also developed a [Citywide Transportation Connections Map](#) that identifies pathways to improve network connectivity. The [Cross Kirkland Corridor](#) is another facility that contributes significantly to Kirkland's pedestrian network. More work is being done by the City and its partners to improve connectivity to the trail such as the [Totem Lake Connector](#) and more localized neighborhood connections.

Sidewalk Gaps

Kirkland has made significant progress in meeting its policy goals focused on building out the sidewalk network along major streets, but there are still some important gaps to be filled. This plan identifies remaining sidewalk gaps, which are shown in the map below. Many remaining sidewalk gaps are on neighborhood streets that don't provide through connections or access to community destinations. Still others are along major streets with transit, within activity centers, or along other streets that provide direct access to these destinations, as well as parks. Sidewalk gaps were analyzed to determine which gaps, if filled, would provide the greatest benefits in terms of providing access to transit, activity centers, and parks. These high benefit sidewalks were then grouped into logical extents.



Sidewalk Gaps

- Included in Prioritization
- Excluded from Prioritization

- Existing Sidewalks
- Cross Kirkland Corridor
- Activity Centers

Sidewalk gaps that are included in the prioritization analysis must meet the following criteria:

- o Not located along a private street.
- o Located along any street type within ¼ mile of a park, activity center, or high frequency transit stop.
- o If sidewalk gap is not within ¼ mile of the above destination types, the gap must be along a collector or arterial roadway.



Figure XX – Remaining Sidewalk Gaps

Street Crossings

Being able to cross major streets without having to go too far out of direction and with confidence that drivers will stop or yield are two important factors that support walking. Kirkland has been a model for making street crossings safer and more convenient for people walking with its pedestrian flag program and widespread deployment of safety treatments such as crossing islands and rapid flashing beacons. There is still work to do. This plan identifies where additional street crossing enhancements are needed to

improve access to high frequency transit, activity centers, and parks. Similar to sidewalk gaps, there are street crossing enhancements identified in the *Safer Routes to School Action Plans* which also provide broader pedestrian network benefits and improve community access and safety.

Pedestrian Project Prioritization and Recommendations

Pedestrian projects were prioritized based on walk distances to destinations identified above. This prioritization process identified both a set of prioritized sidewalk gaps and investments needed but also a set of crossings that help to complete pedestrian networks.

OBJECTIVE: Prioritize **sidewalk gaps** that connect people to activity centers, transit, parks and the Cross Kirkland Corridor

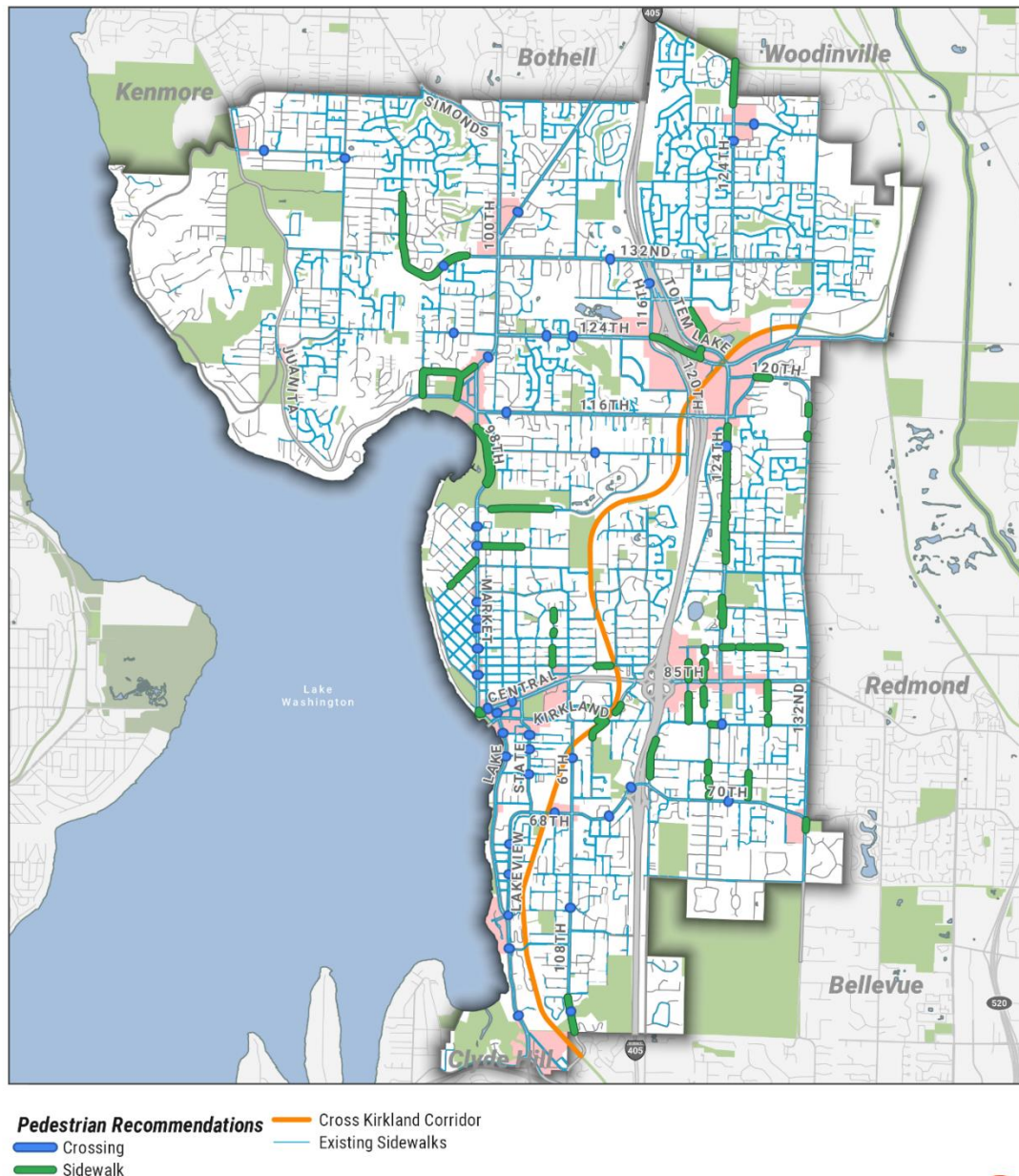


Figure XX – Planned Pedestrian Crossing and Sidewalk Network Improvements

Crossings of the Cross Kirkland Corridor (CKC) were not included in this analysis. There are two crossings of the CKC that the city will be working on which is the crossing at 132nd Ave NE/ Slater and the crossing at Willows Road coinciding with the completion of the interim trail between 132nd Ave NE and Willows Road by King County expected to be complete in 2022.

Table XX: Prioritized Crossings

The plan identified 44 high priority crossings noted below:

Crossing Name	Score
Lake St - 2nd Ave S	high
Lake St - 5th Ave S	high
Central Way - Main St	high
Lake Wash Blvd - North of NE 52nd St	high
NE131st Way - 94th Ave NE	high
Kirkland Ave - KPC	high
2nd Ave S - State St	high
NE 124th St - 105th Pl NE	high
NE 124th St - 108th Ct NE	high
Central Way - 1st St	high
State St S - 7th Ave S	high
NE 68th St - 106th Ave NE	high
Lake Washington - NE 43rd St	high
NE 144th St - 126th Ave NE	high
108th Ave NE - 107th Ave NE	med
124th Ave NE - NE 143rd St	med
124th Ave NE - NE 112th Pl	med
124th Ave NE - NE 112th Pl	med
Slate St - 4th Ave S	med
NE 116th St - 101st Pl NE	med
108th Ave NE - North of NE 55th St	med
Market St - 9th Ave	med
Lakeview Dr - Lake Washington Blvd ND Slip Lane	med
Market St - 12th Ave	med
Market St - 6th Ave	med
116th Ave NE - North of NE 128th St	med
NE 72nd Pl - S I-405 Offramp	med
Lakeview Dr - NE 64th St	med
NE 132nd St - 111th Pl NE	med
NE 120th Pl - NE 122nd Street	med
Lakeview Dr - NE 60th St	med
Market St - 11th Ave	med
Market St - 19th Ave	med

NE 68th St - 112th Ave NE	low
Market St - 14th Ave	low
Lake St - Park Ln	low
6th St South - 5th Ave S	low
NE 80th St - 124th Ave NE	low
Market - 20th Ave	low
Juanita-Woodinville Way NE - NE 136th Pl	low
NE 70th St - 124th Ave NE	low
NE 124th St - 95th Pl NE	low
84th Ave NE - NE 141st St	low
NE 112th St - 111th Ave NE	low
NE 141st St - 75th Ave NE	low

The plan also identified 46 **sidewalk segments** that were prioritized using the framework described above.

On	From	To	Rank
124th Ave NE	NE 145th St	City Limits	high
NE 124th St	116th Ave NE	120th Ave NE	high
120th Ave NE	Totem Lake Blvd NE	NE 124th St	high
116th Ave NE	NE 73rd St	NE 75th St	high
116th Ave ne	NE 75th St	NE 75th Pl	high
Kirkland Way	East of CKC Bridge	W/O 2nd Ave	high
NE 90th St	124th Ave NE	128th Way NE	high
6th St W	13th Ave W	Market St	high
Railroad St	8th St S	Kirkland Ave	high
116th Ave NE	South of NE 75th Pl	North of 75th Pl	high
Forbes Creek Dr	NE 107th Pl	Market	high
98th Ave NE	Forbes Creek Dr	Old Market St Trail	high
120th Ave NE	N 85th St	NE 90th St	high
96th Ave NE	Old Market Street Trail	Forbes Creek Dr	med
126th Ave NE	NE 70th St	North of NE 73rd St	med
124th Ave NE	Slater Ave NE	NE 110th Pl	med
90th Ave NE	NE 134th St	North of NE 137th Pl	med
NE 120th St	93rd Pl NE	NE 120th Pl	med
122nd Ave NE	NE 73rd St	NE 70th St	med
90th Ave NE/131st Way/NE 132nd St	9600 Block	NE 134th Street	med
122nd Ave NE	NE 73rd St	NE 75th St	med
NE 131st Way	94th Ave NE	Approx 9600 Block	med
NE 120th st	Slater Ave NE	W/O 128th Way NE	med
5th St	7th Ave	13th Ave	med
124th Ave NE	NE 108th St	NE 102nd Ln	med
120th Ave NE	S/O NE 128th St	S/O Totem Lake Way	med
Kirkland Way	2nd Ave	8th St	med

108th Ave NE	107th Ave NE	City Limit	med
7th Ave	8th St	9th St	med
120th Ave NE	NE 80th St	North of NE 83rd St	med
122nd Ave NE	NE 85th Street	NE 90th Street	med
19th Ave	Market St	4th St	low
Lakeshore Plaza	Central Way	S/o Central Way	low
93rd Ave NE	Juanita Drive	NE 120th Street	low
122nd Ave NE	NE 85th St	S/O NE 90th St	low
124th Ave NE	S/O NE 97th St	S/O NE 94th Pl	low
122nd Ave NE	NE 82nd Ln	NE 85th St	low
124th Ave NE	NE 95th St	N/O NE 92nd St	low
128th Ave NE	NE 80th St	NE 85th St	low
97th Ave NE	NE 120th St	NE Juanita Dr	low
132nd Ave NE	NE 66th St	NE 70th Pl	low
NE 120th Pl	NE 120th St	98th Ave NE	low
132nd Ave NE	S/O NE 117th St	N/O NE 114th St	low
NE 80th St	122nd Ave NE	123rd Ave NE	low
132nd Ave NE	S/O NE 114th St	NE 113th St	low

Maintaining existing sidewalks

As the city grows and expands sidewalk infrastructure, it is important to ensure those sidewalks are maintained and repaired if needed. The city conducted a sidewalk condition study in 2015 which identified approximately \$23 million in needed investments. These were then prioritized into high-walkable areas and so far, the city is making progress toward addressing high-priority repairs and has progressed about 20% toward these needed investments, particularly in high-priority areas. Additional sidewalk repairs and replacements have occurred through development.

OBJECTIVE: Develop and operationalize a sidewalk repair program that includes periodic inventories to ensure the city maintains current and future sidewalks.

The objective in this plan aims to operationalize needed repair and ensure that they city can continue to track this inventory and progress made.

Additional considerations

Some additional considerations for the sidewalk network include meeting the stated goal in the 2009 Active Transportation Plan for completing sidewalks on one side of all arterials. The city has completed 85.78% (including annexed area) of this goal. Council could consider strengthening this goal to address both sides of arterials and/ or both sides of arterial transit routes. The pedestrian prioritization process described above outlines the greatest benefit for filling-in sidewalk gaps and waling connections but as the city starts to fill-in the prioritized gaps through public works projects or through development, these additional segments may be

OBJECTIVE: Complete sidewalk on **both sides** of principal and minor arterials on transit routes. Complete at least one side of all remaining arterials.

considered. Many of the segments noted in the map below also prioritized well as part of the prioritization process.

